

Opening Week at New Fish Pier —Reminiscence of Old T Wharf

It is less than a week that the new Fish Pier has been dispensing our salt water wares, and yet the oldsters who have spent most of their lives on the plank flooring of forsaken T wharf have an at-home feeling in their new quarters which they describe as next to uncanny, says the Boston Transcript. He who has dreamed all his life of the house he would like to live in, suddenly transported to live in it and not finding his surroundings strange would duplicate the agreeable adventure of these veterans of the fish market.

For one thing, the realization that they are discharging the same volume of business with about half the former toil and wear-and-tear is rather a stupendous relief. Years ago, these shops worked all night, and the drive of the trade can be gathered from the remark of an old dealer of those days:

If a man came down to work at four o'clock in the morning they would want to know where he'd been all day.

The opening time on the old wharf gradually advanced to 7 o'clock, but the closing time, especially of the larger firms, was—when the work was done; often as late as 8 in the evening. This week these same firms have had the surprise of finding their work done at the official hour of closing (5 o'clock), or earlier.

The magic is twofold; space and adequate machinery. The old wharf was as a man working with one hand tied; the new is as a man working with both his hands and plenty of elbow room.

Moving day with the fish business was the turning over of a general sanitary new leaf. It was realized that it would have been all but hopeless to try reforms of dress and sanitation in the old sheds where so much was authorized by habit and routine; but the shift to the new pier was a strategic moment. Change was the program; the predisposition was in favor of change; the more change the better. What radicalism assailed these veterans may be reckoned from their resolution to change their working frocks each week, and what this means is left to the imagination which can conceive the powerful associations which went with the old frock on T dock which bore the encrustations of months, sometimes years, of gurry splatterings. While hygiene begins at home, in the new fish pier it does not stop there. The floors of every store

are of concrete in gradients—"self-balling"—and their angles are rounded (like the modern hospital construction) to prevent refuse from lodging in the cracks. No more tossing of odds and ends off the wharf on the chance of the tide carrying them away. In each store is a thick-nozzled salt water flush pipe, the pressure to be generated in the new cold storage plant. From this at each day's end, you turn the water of Boston harbor across your floor and scrub it, Dutch-kitchen cleanly, for the morrow.

This cold storage plant is promised for completion in May. Then the carting of ice over the dock to the stores—an eternal penance on the old wharf—will be ended. The ice will be crushed in the freezing plant and carried in cars over the roofs of the pier buildings to chutes into the ice pockets of each store. No dragging of splintered floors; no carting through dirt-filled streets. The ice should be as clean as the new pine boxes into which it is packed with the fish.

This new sanitary conscience of the fish business works both ways. The new pier is more fastidious about the supplies it gets, and it is just as much more fastidious about where its scourgings go. The drainage system removes all the small refuse, and the rest is "carted" away in scows out to sea, except, of course, that which goes to the glue factories. There has been some experiment with a new style of push cart, metal instead of wood. In cold weather there is much to commend the change, but the dealers testify that if their metal cars were to be used under the blistering sun of a July sizzler they would not be selling fresh fish but fried fish. Incidentally, however, it is announced that the cleanliness of the "haul,"—that is, the process of transfer from schooner to store in these push carts—has improved about 85 per cent. with the shift to the new wharf.

As soon as the freezer is finished the freight cars of the New Haven lines can be pushed out on the wharf and laden directly. This spares the time and expense of the teaming from store to car so far as the New Haven railway shipments are concerned; and, as the Union Freight Railroad is not practicable for getting off shipments on the Boston & Maine, arrangements are now in progress for transshipment by lighter between wharf and railroad.

That subsidiary business which clusters round the wharf has been housed partly on the pier and partly off it; the bank, restaurants, chandleries, and clothing stores in a row of stores which are to border the street at the wharf's shore end, and, on the wharf, beside and above the big brick archways which let the thoroughfare through the pier buildings, the lunch room, presided over by the genius of the ham sandwich and the steaming coffee urn; the ever-clicking telegraph office and the reading room, which has been rented by the Seamen's Aid Society.

Such a few of the mechanisms by which the new pier is handling its traffic—machinery which, for its kind, is unsurpassed anywhere, promoting sanitation, promptness and ease in transit. And it is lamented that the new wharf is too remote to provide that never-failing entertainment of the old, it can be promised that the new scene, foreground and background will amply repay the trouble of trudging thither. For the great manoeuvring space of the waters in the lower harbor will permit the vessels to come up to the wharf at a greater dash, as yes-

terday a sloop came racing in, a boil of white suds at her bows, her mainsail and jib straining with the strong southwest wind, so that one whole side of the wharf ran to watch her. These gallant entrances and raging exits were impossible at the o'd wharf. They will be a part of the fascination of the new.

Salt Fish.

Trade has been fairly active, there being a good demand for all varieties except pollock, which has been rather neglected, the Fishing Gazette says. While the demand has not been excessively heavy, available stocks and reserve quantities are so limited that under the circumstances, and at the prices ruling, business may be considered very fair, except with regard to the Porto Rico market, about which there seems to be some difference of opinion in the trade. One leading exporter claims that the Porto Rico market is overloaded and that shippers here are actually receiving only about \$29 net per cask, after commissions, etc., have been deducted, while two other houses, equally well known in the trade can show recent cabled offers for considerable quantities of fish at full quoted prices.

Alexander Writes on Hospital Ship.

It has been mentioned that the proposal to establish a hospital ship for the Atlantic fisheries would be referred to A. P. Alexander of the Bureau of Fisheries, Washington, who is thoroughly conversant with needs of the fleet, and is much interested in the project. Hon. A. Platt Andrew has been in correspondence with Mr. Alexander on the subject and has received the following letter:

Department of Commerce, Bureau of Fisheries, Washington,

March 26, 1914.

Hon. A. Platt Andrew,
Gloucester, Mass.

My Dear Sir:—Your favor of the 23d instant referring to the proposed hospital ship was received yesterday. I would state that I have always been in favor of a hospital ship, or vessel, that would render the necessary medical assistance to sick and disabled fishermen on the fishing banks during the summer months when such assistance is sometimes greatly needed. The number of fishermen requiring medical aid may not be great, but it seems that some provision ought to be made to render assistance when needed.

In the event of a fully equipped hospital ship not being possible, if as you suggest, one or two revenue cutters were alternately dispatched to the fishing grounds, covering the season when the fleet of salt bankers operate, having on board a surgeon and nurse, the cutter cruising over the ground indicated would seemingly meet all the requirements, and the cost of building and maintenance of a hospital ship which has hitherto stood in the way of progress, will have been removed.

Very truly yours,

A. B. ALEXANDER.

Alewives at Edgartown.

The traps at Edgartown took 75 barrels alewives, Thursday.

CANNOT GET TO THE MAGDALEN

The ice conditions in the vicinity of Louisburg and North Sydney again proving a serious handicap navigation and several steamers, including two government boats, are held up. The steamer Stanley, which left Louisburg a week ago for the Magdalen Islands has not yet been successful in getting there. C. J. Harvey received word Thursday night to the effect that the Stanley was miles southeast of the Magdalen's and it is expected that she will be able to reach port Friday night.

Mr. Harvey also received word that the ice is beginning to close in the vicinity of Louisburg. The steamer Bruce from Port Aux Basque, was reported Thursday night to be five miles off North Sydney and unable to reach there owing to icy conditions. The steamer Minto is unable to leave North Sydney for the same reason.

Catching Small Lobsters.

The following timely article is from the Digby Courier, N. S., of last week. "A 'Courier' representative was shown on Wednesday three dolled lobsters which had been found in a cannery factory where they were sold by fishermen for 4 cents each. The large one measured 2 5-8 inches, length back. The same gentleman had a smaller one alive in a pail of sea water. The above tells the tale of how our lobsters are being caught up and destroyed before they reach a size for marketing. A regular sized lobster will bring 40 cents, but too many of our fishermen save the small ones which sell at 4 cents. If they would throw them back into the sea uninjured they would soon become valuable, but as is at present the fishermen are rapidly destroying a valuable industry. Tuesday a fisherman at Westport had set 25 traps which had been set several days and secured in all, five of the little lobsters less than three inches in length, and not one big enough for the market. Unless the catch of small ones is prohibited it is but a short time when the lobster fishery of Digby county will be ruined. No matter what laws the government makes two thirds of the fishermen are dissatisfied, but something has got to be done to protect the lobster fishery and it must be done as soon as possible."

STEAMER OFF TO SALVE POTOMAC

Steamer Wren, loaded with coal, sailed from Louisburg to the Newfoundland west coast yesterday in an endeavor to salvage the naval tug Potomac, which is reported close in shore off Port LaCroix.

It is now two months since the Potomac was abandoned by her crew and the ice.

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STRUCK COD ON WESTERN BANK

Sch. Richard Also Has 5000 Pounds of Halibut—Gill Netters Did Well.

Two fresh fares constituted the morning's receipts here this morning, Schs. Richard and Mary DeCosta arriving.

The Richard brought a 70,000 pound fare fresh cod and 5000 pounds halibut from Western Bank. Capt. Corkum says the weather was bad most of the time and made ice every night. On the trip out, the Richard lost \$150 worth of gear.

Capt. Corkum will now sit over for a Cape North trip and expects to get away in time to be at the Magdalens when the herring strike in.

Sch. Mary DeCosta from Brown's hauled for 50,000 pounds mixed fish.

The gill netters had two good days of fishing over Saturday and Sunday, landing over 225,000 pounds.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Richard, Western Bank, 70,000

lbs. fresh cod, 5000 lbs. fresh halibut.

Sch. Mary DeCosta, Brown's Bank,

50,000 lbs. fresh fish.

Str. Alice gill netting, 2400 lbs.

fresh fish.

Sch. Quoddy, gill netting, 5600 lbs.

fresh fish.

Sch. Bessie A., gill netting, 2000

lbs. fresh fish.

Str. Rough Rider, gill netting, 4000

lbs. fresh fish.

Sch. Quartette, gill netting, 3400 lbs.

fresh fish.

Str. Robert and Edwin, gill netting,

4500 lbs. fresh fish.

Str. Bethulia, gill netting, 50,000 lbs.

fresh fish.

Str. Venture, gill netting, 1500 lbs.

fresh fish.

Str. Philomena, gill netting, 4000 lbs.

fresh fish.

Str. Julia May, gill netting, 6000 lbs.

fresh fish.

Str. Hugo, gill netting, 2300 lbs.

fresh fish.

Str. Sunflower, gill netting, 3000 lbs.

fresh fish.

Str. Evelyn H., gill netting, 5200 lbs.

fresh fish.

Str. Ethel, gill netting, 5000 lbs.

fresh fish.

Str. George E. Fisher, gill netting,

4000 lbs. fresh fish.

Str. Mary L., gill netting, 2550 lbs.

fresh fish.

Str. Gertrude T., gill netting, 6500

lbs. fresh fish.

Str. Geisha, gill netting, 5500 lbs.

fresh fish.

Str. Dolphin, gill netting, 4500 lbs.

Str. Sawyer, gill netting, 4000 lbs.

fresh fish.

Str. Little Fannie, gill netting, 8000

lbs. fresh fish.

Str. Nora B. Robinson, gill netting,

4000 lbs. fresh fish.

Saturday's Gill Netting Fares.

Str. Alice, gill netting, 3350 lbs.

fresh fish.

Str. Quoddy, gill netting, 2900 lbs.

fresh fish.

Str. Quartette, gill netting, 3700 lbs.

fresh fish.

Str. Rough Rider, gill netting, 8000

lbs. fresh fish.

Str. Orion, gill netting, 7000 lbs.

fresh fish.

Str. Carrie and Mildred, gill netting,

5100 lbs. fresh fish.

Str. Enterprise, gill netting, 6000

fresh fish.

Str. Bethulia, gill netting, 5000 lbs.

fresh fish.

Str. Venture, gill netting, 5500 lbs.

fresh fish.

Str. Philomena, gill netting, 6000 lbs.

fresh fish.

Str. Water Witch, gill netting, 4500

lbs. fresh fish.

Str. Hugo, gill netting, 2700 lbs.

fresh fish.

Str. Julia May, gill netting, 7000 lbs.

fresh fish.

Str. Randolph, gill netting, 2700 lbs.

fresh fish.

Str. Evelyn H., gill netting, 2000 lbs.

fresh fish.

Str. Ethel, gill netting, 1200 lbs.

fresh fish.

Str. George E. Fisher, gill netting,

4000 lbs. fresh fish.

Str. Mary L., gill netting, 3000 lbs.

fresh fish.

Str. Gertrude T., gill netting, 6000

lbs. fresh fish.

Str. Geisha, gill netting, 5000 lbs.

fresh fish.

Str. Dolphin, gill netting, 1900 lbs.

fresh fish.

Str. James M. Gifford, gill netting,

12,000 lbs. fresh fish.

Str. Mystery, gill netting, 2500 lbs.

fresh fish.

Str. Medomak, gill netting, 2800 lbs.

fresh fish.

Str. Bryda F., gill netting, 3000 lbs.

fresh fish.

Sch. Little Fannie, gill netting, 3000

lbs. fresh fish.

Str. Lorena, gill netting, 2750 lbs.

fresh fish.

Str. Sawyer, gill netting, 5000 lbs.

fresh fish.

Str. Seven Brothers, gill netting,

6000 lbs. fresh fish.

Str. Nora B. Robinson, gill netting,

1500 lbs. fresh fish.

Has Gone Halibuting.

Sch. Fannie E. Prescott which had been haddocking all winter has changed to halibuting and sailed Saturday afternoon.

Salt Mackerel Imports.

Imports of salt mackerel received at Boston to date of the 1913 catch amount to 31,966 barrels as compared with 30,696 barrels of the catch for 1912.

Big Pickerel.

A pickerel weighing 20 pounds and measuring 3 feet 4 inches in length was caught recently in the Connecticut river.

Halibut Sale.

The halibut fare of sch. Richard sold to the American Halibut Company for 14 cents for white and 12 cents for gray.

PRICES LOOK SOME BETTER

Last Week of Lent Finds Fair Fish Supply at New Fish Pier.

The second week of the new fish pier saw a baker's dozen arrivals this morning, the total receipts figuring rising of 325,000 pounds.

The largest fares were those of schs. Elsie, Ruth, Progress and Washakie. There was a good demand for all grades, prices being normal, but better than the close of last week.

Wholesale quotations were \$2.50 to \$5 a hundred pounds for haddock, \$5 to \$6 for large and \$3.50 for market cod, \$4 for pollock and \$2 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Stranger, 4000 cod, 4000 hake,

9000 cusk.

Sch. Elsie, 40,000 haddock, 30,000

cod., 1000 pollock.

Sch. Ruth, 32,000 haddock, 5000 cod,

2000 hake, 5000 cusk, 2500 halibut.

Sch. Edith Silveria, 7000 haddock,

2100 cod.

Sch. Helen B. Thomas, 3000 haddock,

3100 cod, 23,000 hake, 2000 cusk.

Sch. Mary C. Santos, 18,000 had-

dock, 2000 cod.

Sch. Washakie, 35,000 haddock, 6000

cod.

Sch. Delphina Cabral, 21,000 had-

dock, 6000 cod, 1000 hake, 1000 pollock.

Sch. Jorgina, 2000 haddock, 2000 cod.

Sch. Lillian 300 haddock, 500 cod.

Sch. Two Brothers, 2000 haddock,

6000 cod.

Sch. Ethel B. Penny, 12,000 haddock,

3000 cod.

Sch. Progress, 30,000 haddock, 5500

cod, 1000 hake.

Haddock, \$2.50 to \$3 per cwt.; large

cod, \$5 to \$6; market cod, \$3.50; pol-

lock, \$4; cusk, \$2.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large,

\$5 per cwt.; medium, \$4; snap-

pers, \$3.

Eastern halibut codfish, large, \$5;

medium, \$4.50.

Georges halibut codfish, large, \$5.50;

mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2;

snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$1.75.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Eastern cod, large, \$2.25; medium,

\$2.00; snappers, 75c.

Western cod, large, \$2.25; medium,

\$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100

pounds less than the above.

Hake, \$1.10.

Cusk, large, \$1.75; medium, \$1.25;

snappers, 50c.

Pollock, 90c.

Fresh halibut, 7c per lb. for white,

5c for gray.

Newfoundland's Woe is Felt Here.

The disaster to the men of the sealer Newfoundland of St. John's, N. F., coupled with the probable loss of the Southern Cross with all her 173 men, is felt in this city, for some of the lost men of the former craft, as well as some of those on the missing Southern Cross have fished from this port at various times. One gentleman who is well acquainted with the Newfoundland residents of this city states that several of them have relatives among the lost and missing sealers. The disaster is the worst in the history of the colony.

Unless word is heard today from the Southern Cross which has been missing since the gale of last Tuesday, she will be posted at St. John's, N. F., as lost, together with the 173 men of her crew. Skippers of the fleet, arriving in St. John's, feel that every chance is against the vessel because she was so deep in the water.

Disaster to her, following so closely upon the loss of 77 men of the sealer Newfoundland, would bring upon the colony the greatest tragedy in its history, depriving whole settlements of their bread-winners and rendering 1000 women and children dependent upon charity. The population of all Newfoundland at the 1911 census was fewer than 239,000.

As the public learned yesterday from the Newfoundland's survivors who were landed Saturday, the details of the two-day blizzard and the condition in which it caught the Southern Cross, the first hopes based on the stoutness of the ship faded.

Capt. Daniel Martin of the sealer Erik and Capt. William Bartlett of the Terranova, which arrived with full catches, were dubious regarding the safety of the missing ship. Neither had seen her within a week.

Capt. Martin said he parted company from her a week ago Thursday, when the Southern Cross turned homeward with 17,000 seals. She was so deeply laden that all her provisions and part of her bunker coal were stored on deck so that every available space below could be filled with her catch.

Capt. Bartlett of the Terranova said that the last he saw of the Southern Cross was a week ago Friday, when she was wallowing slowly down the coast. Other ships of the fleet sighted the steamer driving before the gale last Tuesday morning. She has not been reported since.

Every Chance Against Her.

The skippers of the fleet who came through that gale and the storm of equal severity later in the week, say that every chance was against a vessel so deep in the water as the Southern Cross.

In every church yesterday the disaster which overtook the Newfoundland men on the ice was the theme of the sermon. Messages of sympathy from the King and from the Canadian Premier were read and were gratefully received.

Week's Receipts at Boston.

Receipts of fresh fish at Boston for the week ending April 2 were 2,565,335 pounds from 49 fares as compared with 1,513,850 pounds from 58 fares for the corresponding week of 1913.

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BEAM TRAWLER FOR LIVERPOOL

As an evidence of the rapid transformation of methods of catching fish on the offshore fishing grounds of Nova Scotia, it is worthy of note that the Southern Salvage Co. of Liverpool, N. S., has now under construction at the latter place a steamer to be used as a beam trawler for use in the prosecution of the offshore fisheries.

The Southern Salvage Co., is composed of capitalists in Liverpool and Halifax, and as this is an entirely new venture for local capitalists, it will be tried as an experiment, and if successful it is the intention to have a large fleet of these fish killers in the near future.

The new beam trawler will be commanded by Capt. Horatio Brannen of Clark's Harbor, who is one of the most progressive and up-to-date young men in western Nova Scotia today, whose services the Southern Salvage Co. are most fortunate to secure in the prosecution of their new venture in beam trawling.—Halifax Chronicle.

The Oporto Market.

Advices from Oporto indicate that the demoralized condition which has obtained in that market for some time still continues, says the Maritime Merchant. Holders there report large stocks and a poor demand. The Spanish and the Mediterranean markets, however, are paying record prices for fish, though this is not of much interest or importance here at present, as there is no stock suitable to be had.

Going Salt Banking.

Sch. Blanche is fitting for salt trawl banking under command of Capt. Orlando Goodwin.

Fitting for Flitching.

Sch. Atalanta, Capt. Richard Wadding, will begin fitting today for flitching.

Lockeport Fishing News.

The weather was fine last week and the catch was good. The total catch from 23rd to the 28th March, being 206,338 pounds mixed fresh fish and 3322 pounds halibut. The Optiza, Captain George Benham, is again ahead with 34,000 pounds mixed fresh fish and 1190 pounds halibut.

The list by vessels is as follows: Optiza 34,000 lbs. mixed fresh fish, 1190 lbs. halibut; Ella M. Rudolph, 28,000 lbs. mixed fresh fish, 900 lbs. halibut; Julia Opp, 27,500 lbs. mixed fresh fish, 400 lbs. halibut; Ohio, 25,600 lbs. mixed fresh fish, 500 lbs. halibut; R. L. McKenzie 20,478 lbs. mixed fresh fish; Nellie Viola, 9000 lbs. mixed fresh fish; Bohemia, 14,000 lbs. mixed fresh fish; 32 lbs. halibut; Lydia May, 11,100 lbs. mixed fresh fish; Gladys Thorburn, 17,000 lbs. mixed fresh fish, 300 lbs. halibut; Helen G. McLean, 5410 lbs. mixed fresh fish, Ronald B., 3050 lbs. mixed fresh fish; Gladiator, 2500 lbs. mixed fresh fish; Three Brothers, 900 lbs. mixed fresh fish.

GOOD HAULS FOR GILL NETTERS

Yesterday Afternoon Landings of the Fleet Totalled 140,000 Pounds.

One fresh arrival from Boston was all that was here this morning, although several of the offshores which laid over at Boston are expected down here during the day to split.

Gill netting receipts yesterday totalled 140,000 pounds, some banner catches being made. The steamer James M. Gifford had the largest lift, weighing out 14,000 pounds, while steamer Enterprise was next with 10,000 pounds. Other good hauls were steamers Sawyer, 8000 pounds; Medomak, 6000 pounds; Water Witch, 6000 pounds; Bethulia, 6800 pounds; Geisha, 6500 pounds; Carrie and Mildred, 7200 pounds.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Elsie, via Boston, 35,000 lbs. fresh fish.
Str. Bryda F., gill netting, 1300 lbs. fresh fish.
Str. Naomi Bruce, gill netting, 4000 lbs. fresh fish.
Str. Nora B. Robinson, gill netting, 6000 lbs. fresh fish.
Str. Venture, gill netting, 1800 lbs. fresh fish.
Str. Philomena, gill netting 4000 lbs. fresh fish.
Str. Sunflower, gill netting, 4000 lbs. fresh fish.
Str. Anna T., gill netting, 5000 lbs. fresh fish.
Str. Bessie A., gill netting, 2000 lbs. fresh fish.
Str. Dolphin, gill netting, 5500 lbs. fresh fish.
Str. Gertrude T., gill netting, 5000 lbs. fresh fish.
Str. Medomak, gill netting, 6000 lbs. fresh fish.
Str. Water Witch, gill netting, 6000 lbs. fresh fish.
Str. Sawyer, gill netting, 8000 lbs. fresh fish.
Sch. Little Fannie, gill netting, 3000 lbs. fresh fish.
Str. Seven Brothers, gill netting, 2500 lbs. fresh fish.
Str. Ipsen, gill netting, 3500 lbs. fresh fish.
Str. Alice, gill netting, 1500 lbs. fresh fish.
Str. Evelyn H., gill netting, 3000 lbs. fresh fish.
Str. Quartette, gill netting, 1650 lbs. fresh fish.
Str. Mystery, gill netting, 1775 lbs. fresh fish.
Str. Lorena, gill netting, 1150 lbs. fresh fish.
Str. Carrie and Mildred, gill netting, 7200 lbs. fresh fish.
Str. Randolph, gill netting, 2000 lbs. fresh fish.
Str. Julia May, gill netting, 3000 lbs. fresh fish.
Sch. Geisha, gill netting, 6500 lbs. fresh fish.
Str. Enterprise, gill netting, 10,000 lbs. fresh fish.
Str. Bethulia gill netting, 6800 lbs. fresh fish.

Str. James M. Gifford, gill netting, 14,000 lbs. fresh fish.

Str. Hugo gill netting, 850 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 2375 lbs. fresh fish.

Str. Quaddy, gill netting, 1000 lbs. fresh fish.

Str. Rough Rider, gill netting, 2900 lbs. fresh fish.

Str. Mary L., gill netting, 1750 lbs. fresh fish.

Vessels Sailed.

Sch. Natalie Hammond, halibuting.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.

Eastern halibut codfish, large, \$5; medium, \$4.50.

Georges halibut codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$1.75.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Cod, large, \$2.25; medium, \$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.10.

Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.

Pollock, 90c.

Fresh halibut, 4c per lb. for white, 12c for gray.

NEW FISH PIER FOR HAWKESBURY

Enos McIntosh & Company, have sold their centrally situated water property, including wharf, warehouse and right of way to Granville St., to S. W. Hagerty, Mulgrave. It is said to have been purchased by Mr. Hagerty for some party or parties in the fish business. Having access to a free American market and no duties to be paid, it is expected that Gloucester, Boston and New York fish firms will be establishing branches in Nova Scotia. We have many desirable sites along our water front from Grants Point to the Head of the Harbor. The many natural advantages of Hawkesbury having the water and soil facilities makes it an ideal location for the establishment of fishing industries on a large scale. This is bound to be the great distributing centre, in fact the North Atlantic Fisheries has already made it that. Others must follow.—Port Hawkesbury Journal-Bulletin.

Portland Fishing News.

Another beam trawler arrived Saturday, the steamer Ripple coming in with 120,000 pounds of fish for the Burnham & Morrill factory, the biggest fare of the kind landed there since operations were started a year ago.

BLUEFISH AT FULTON MARKET

Business in the salt water fish market showed a decided improvement over last week. Large quantities green fish are reaching the market prices are fairly reasonable and buyers seem to have confidence in their ability to dispose of stock. The result is that fish is moving quite rapidly and fair amount of business is expected during the coming week, which ends the Lenten season.

This week will see large quantities of bluefish at the market. It is reported that five car lots of bluefish from Savannah are now on the way to New York, the first due to arrive Sunday night. The New York Sch. Massasoit had 1700 blues and the Benjamin M. Wallace 2600. The price of blues will probably be somewhat lower than during the present week.

Small bluefish were in the market on Monday and Tuesday selling at 1 to 16c, a pound. On Tuesday large blues were quoted at 20c. By Wednesday prices began to lower and on Friday small blues sold at 10 to 12c and large ones at 15c.

Halibut, Western white, was probably cheaper than at any other time this year. Seven or eight car lots reached the market on Monday and sales were made at 6 to 8c, during the entire week. There was no Eastern white halibut in the market.

A great many flounders reached the market. Sales were made at 1 1/2 to 4c, according to size. Very few flounders were sold at the high price and they were unusually large in size. Haddock was quoted at 2 to 6c, a pound.

There was no hake in the market. Market and steak cod opened up at low prices, but advanced as the week grew older. The range of prices of market cod was 3 to 5c, a pound, while steak cod sold at 5 to 10c. On Thursday and Friday the quotation on steak cod was 9 to 10c, a pound.

FIRST MACKEREL CATCHER AWAY

The motorboat Vivian of Nantucket, Captain E. F. Mayo, tied up in the Fulton Fish Market basin, New York, on Tuesday of last week for supplies and gasoline. The vessel is bound for Wachapreague, Va. Captain Mayo said that the balance of the Eastern netters will probably get away before the middle of the month. He looks for a good run of mackerel, basing his belief on the fact that the present winter has been a hard one in the East and that there is usually a good run of mackerel after a hard winter.

When the mackerel run is over the Vivian will set nets for bluefish. The vessel will probably remain in Southern waters for some time, as Captain Mayo desires to follow out some theories on which he has been working.